

# **TRANSIT-ORIENTED DEVELOPMENT CHALLENGES AND OPPORTUNITIES**

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TODs are usually defined as compact, pedestrian-friendly, and transit supportive mixed-use developments near a transit stop.

- nodal TODs
- linear TODs

No universal definition of TOD

TODs, TADs, and TRDs

Why is transit oriented development popular?

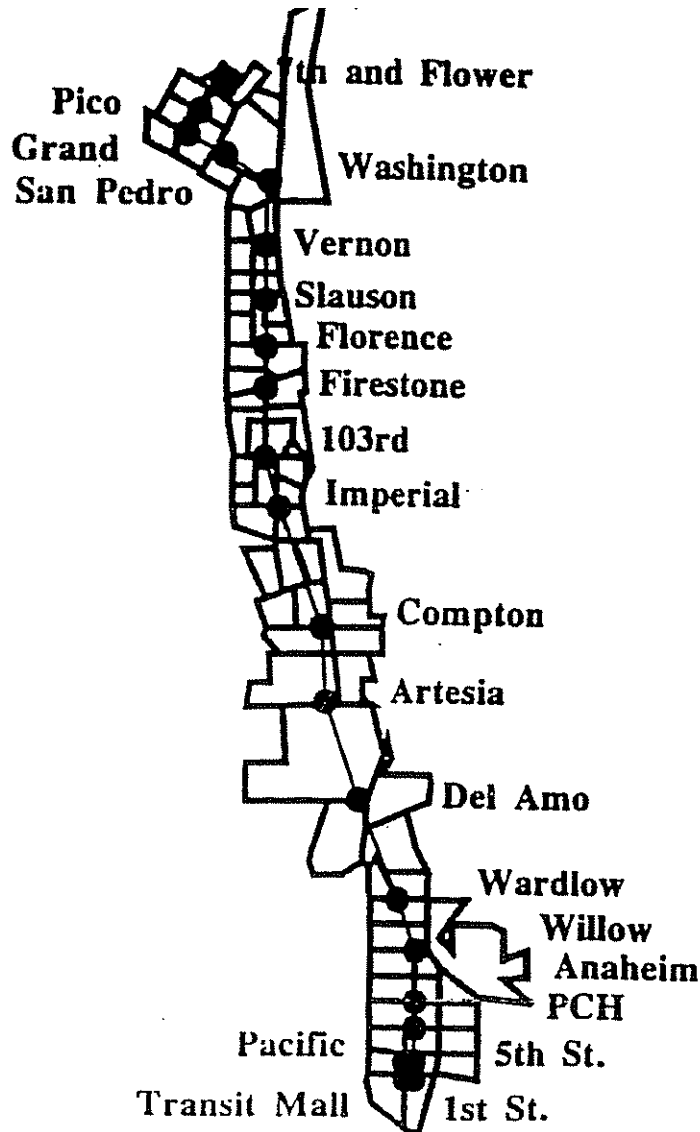


Del Mar Station

Which are the motivations and incentives but also the constraints and problems of building TODs?

What are the necessary antecedents and appropriate strategies for TODs?

# Tail of Two Lines



## Blue Line

Opening: July 14, 1990

Length: 22 miles

Stations: 22

Avg. monthly

boardings: 2,064,00

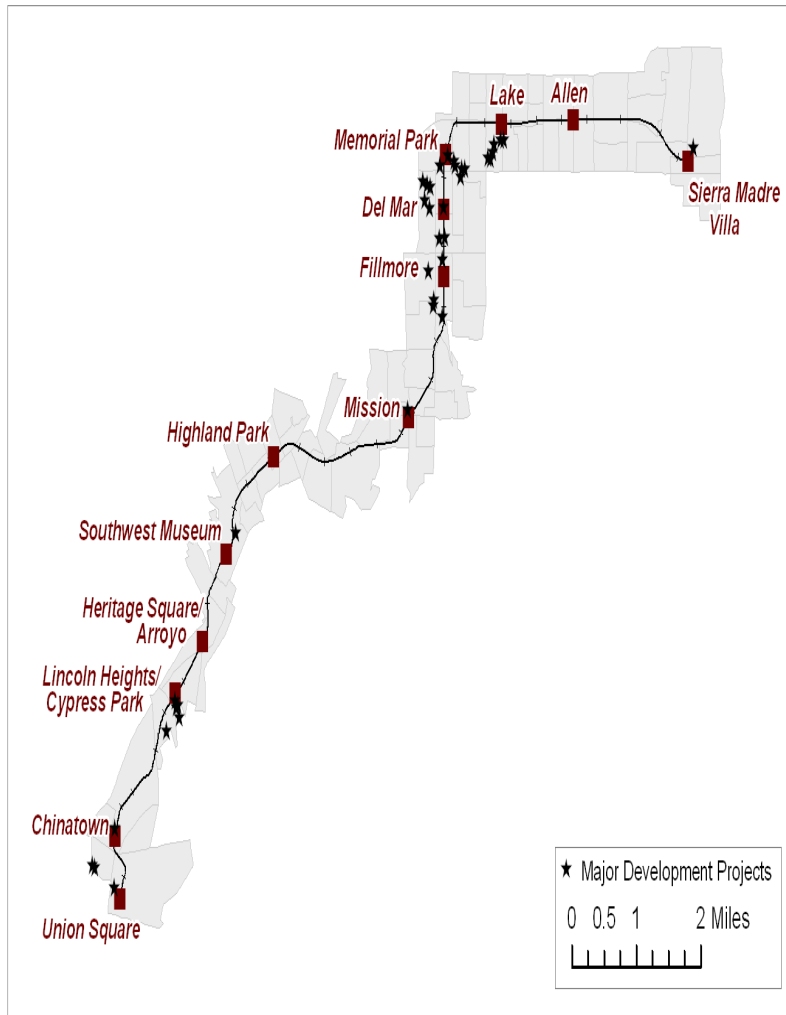
# Gold Line

Opening: July 6, 2003

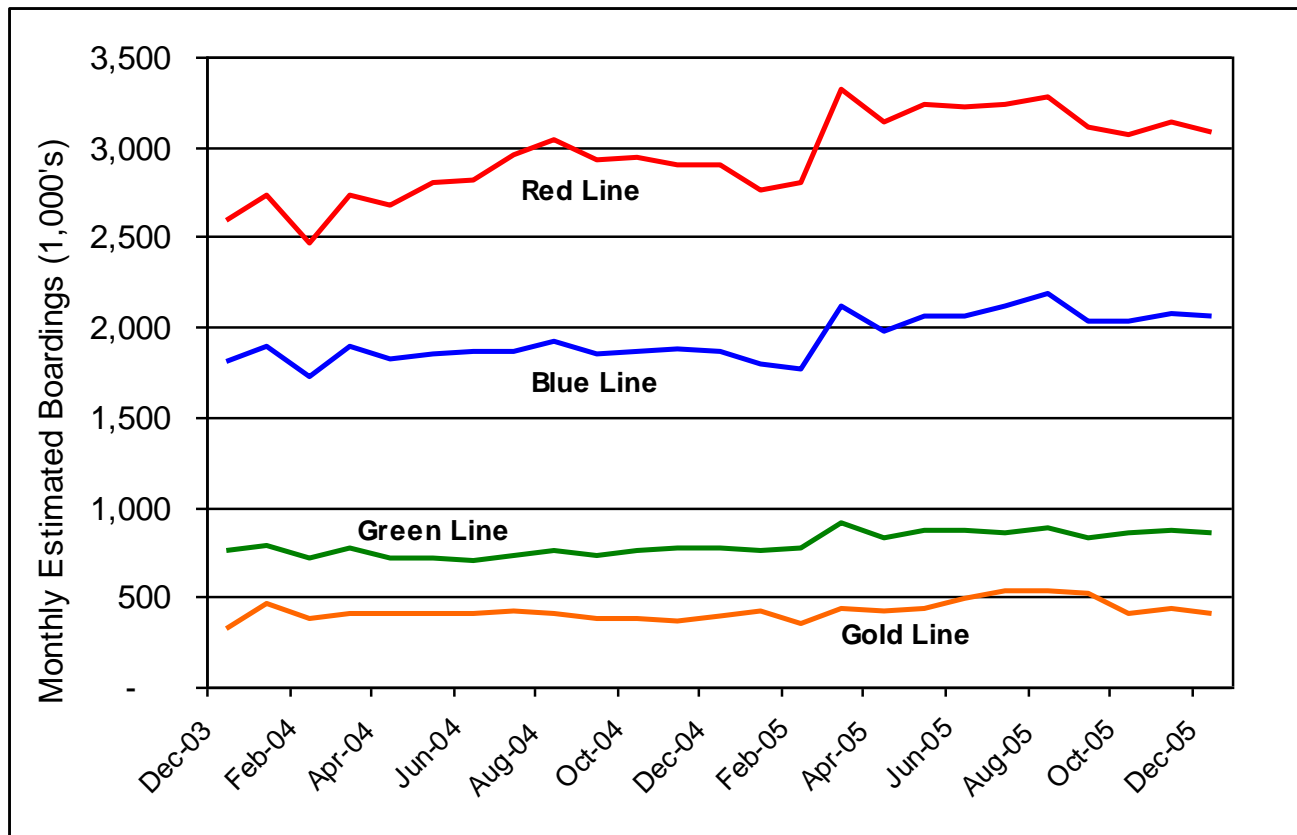
Length: 13.7 miles

Stations: 13

Monthly boardings: 410,000



# Monthly Ridership on LA's Light Rail Lines



# Blue Line

- Utilized existing right-of-way of earlier rail system to minimize costs
- Desirable land use and urban form characteristics and population concentrations were not a major consideration in locating Blue Line stations



## Blue Line Inner City Stations

- Lack of development
- Empty fields
- Inner city decay





# Blue Line Inner City Stations

Setting Aggravation



# Blue Line Inner City Stations

Setting Deprivation



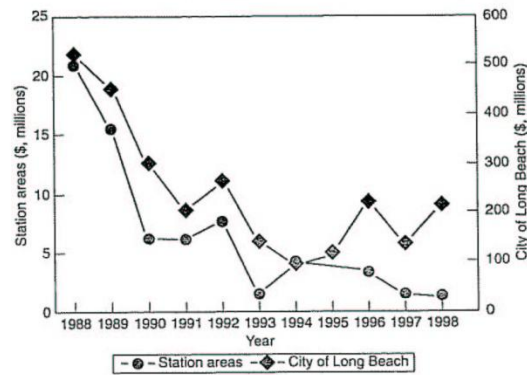


Figure 10. Building permit comparison, Long Beach city and station areas (without Willow parking structure in 1991).

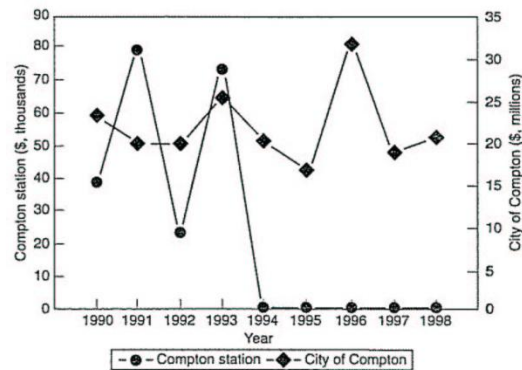


Figure 11. Building permit comparison, city of Compton and Compton Blue station.

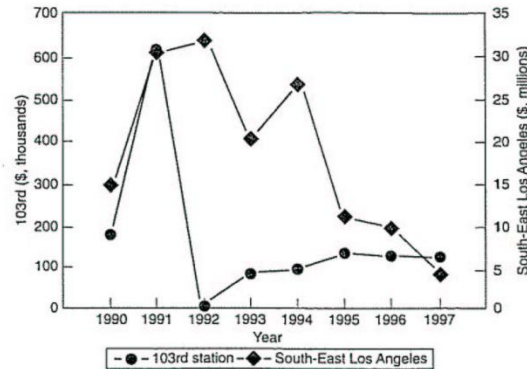


Figure 12. Building permit comparison, South-East Los Angeles and 103rd Blue station.

## Building Permit Comparisons

# Constraints to Development around Blue Line

Planning Problems	Physical/Environmental Problems	Social/Structural Problems	Economic Problems
Lack of planning, vision, leadership	Incompatible land uses	Negative image, poverty, crime, unemployment	Decrease in federal funding
Lack of regional thinking	Building stock deterioration	Transitional, unstable communities	Lack of development incentives
Lack of inter-agency coordination	Toxic contamination	Lack of community power	High land costs
Lack of transportation connections			Negative effects of construction on local business
Inadequacy of parking			

# Missing Antecedents for Transit-Oriented Development

- Back Door Location
- Missing Density Gradients
- Inaccessible Stations
- Pedestrian-Unfriendly Station Location
- Back of Urban Design Framework for Station Area Development
- Landscape of Deprivation and the “Broken Window” Syndrome
- The Land Cost Paradox
- Regulatory Barriers
- Lack of Institutional Commitment
- Absence of Critical Mass
- Lack of Community Involvement and Participation

# Gold Line

Significantly higher number  
of projects planned and built  
along the Gold Line corridor





# Gold Line: Motivations for Developers

An expanding market and  
target audience



# Gold Line: Motivations for Developers

Demand for an  
alternative way of living





# Gold Line: Motivations for Developers

Help from the public  
sector



# Gold Line: Motivations for Developers

Proximity to a transit line



# Gold Line Development Tensions



Changing a long-standing urban form dominated by low-density, single-family uses

# Gold Line Development Tensions

Market realities vs.  
attracting desired  
customers



# Gold Line Development Tensions



Desire for affordable housing vs. making projects “pencil out”



# Gold Line Development Tensions



The parking paradox

# Gold Line Development Tensions



Desire for a template  
for TODs vs. desire for  
flexibility

# Gold Line Development Tensions



Development  
incentives vs.  
requirements/fees



# Gold Line Development Tensions



The politics of  
development

# Gold Line Development Challenges

Procedural/ Planning	Economic/ Market-related	Cultural/ Perceptual	Physical/ Environmental
Many entities involved	High cost of land	Negative perception of high density	Difficulty of building next to a line
Complications of joint development	Development fees		Noise
Complexities of infill development	Cost of affordable housing		Contaminated sites

# Strategies and recommendations for maximizing development potential along transit corridors

- *Locate stations near people and activities, near the 'front doors' of communities*
- *Preplan for TODs -- Tailor TODs to the particularities of the setting and local development context.*
  - Available land
  - Desirable densities
  - Vertical or horizontal mixing
  - Parking requirements
  - Joint development potential

# Strategies and recommendations for maximizing development potential along transit corridors

- *Change a long-standing urban form dominated by low-density, single family uses*
  - Encourage community involvement in the visioning/planning process.
  - Educate/inform the public
  - Build public consensus/shared vision
  - Provide good design models
  - Create urban design plan that treats the station as an integral part of the community and strengthens linkages to the surrounding area.
  - Provide different living options

## Strategies and recommendations for maximizing development potential along transit corridors

- *Attract desirable commercial tenants (pedestrian-oriented, transit friendly)*
  - Assist developers in attracting desirable tenants. Consider offering incentives such as rent subsidies to desirable tenants.
- *Make a desirable TOD project “pencil out”*
  - Streamline development processes
  - Encourage joint development/cost-sharing projects (e.g. parking structures)
  - Identify infill lots and underutilized spaces (e.g. contaminated lots) and make them developable (e.g. underwrite the cost of environmental mitigation)
  - Offer density bonuses and other development incentives

# Strategies and recommendations for maximizing development potential along transit corridors

- *Make affordable housing “pencil out”*
  - Provide density bonuses to developers of affordable housing
  - Developers providing affordable housing should be able to build “by right”
  - Use in lieu fees to underwrite the cost of land for affordable housing developers
- *Find a solution to the parking dilemma*
  - Disassociate the selling/renting of housing from the selling/renting of parking space
  - Investigate potential for shared parking (with churches, schools, other institutions)
  - Provide space for tenants in publicly built parking structures

# Strategies and recommendations for maximizing development potential along transit corridors

- *Create TOD overlay zones*
  - TOD development complying to the guidelines of the zone should be by right
  - Minimize political involvement
  - Allow some level of flexibility for the fulfillment of TOD guidelines
- *Find the right balance between “carrots” and “sticks”*
  - Monitor the balance between incentives and requirements weighing the condition of the economy, the development potential and desirability of the site for developers, and other market factors.

- *Achieve better coordination among different public entities. Achieve regional thinking*
  - Create a Corridor Coordinating Council consisting of high-level representatives from all different public sector agencies involved in corridor development.
  - Give power to the Council to negotiate joint development agreements with private and nonprofit developers



Thank you!